

HOLDEN

GENERAL MOTORS NEW AUSTRALIAN CAR



This is more than a catalogue for the new Holden car. It is your souvenir of a great event in Australian motoring history — the birth of a completely new car — a car designed for Australia and built in Australia — the first car to be made-to-order for this country.

It is fitting that this great new Australian product should bear the name HOLDEN. For more than 30 years, the Holden Motor Body Works at Woodville, South Australia, have been famous for both the volume and the quality of their production. In 1931, the Holden Company merged with General Motors (Australia) Proprietary Limited, the new Company being known as General Motors-Holden's Limited. The late Sir Edward Holden, K.B., became the Company's first Chairman of Directors, a position which he held until his death in 1947.

The HOLDEN car will worthily carry on a great tradition of Australian industrial development.

Australia's own car . . .

THE MOMENT YOU SEE the new Holden you will be enthusiastic! It looks so *right* . . . right in size, right in design . . . low-slung, smooth, stylish . . . beautiful from every angle. And when you drive it other things will win your thrilling approval: a remarkable road performance combined with quite exceptional economy; ample, comfortable accommodation for five or six; modern, better engineering design to give the utmost roominess for the wheel base; shockproof springing; ample road clearance and tread for any road; an ease of handling that simplifies parking; a new safety due to stronger construction; and a generous allowance in lock-up luggage space.

In these pages is told the story of the Holden car. This is the story of a great Australian enterprise, an enterprise which has the greatest backing of knowledge, skill and resources of any undertaking in Australian industrial history.

For behind Holden stands G.M. . . *General Motors Corporation*.

All General Motors resources, all their experience, all their knowledge, all the best available technical skill and equipment were drawn on for the design and manufacture of this car. Such a concentration of human skills has resulted in a car which has a tremendous personality. There is no other car like it. No other car *could* be like it. For General Motors engineers started with a clean sheet of paper and designed not only the car itself but the plants to produce it. These engineers gave it everything they had, and Holden reflects all that is best in their rich and varied experience in America and England, and on the Continent.

Turn over and read some of this background story . . . highlights which will give you a real appreciation of the unseen value in Holden.

Who and What is Behind Holden

The General Motors Corporation, with its 41 divisions and subsidiaries and with a production record of over 33 million motor vehicles, is behind the new Holden car.

General Motors-Holden's Ltd. is the biggest automotive organisation in Australia and has been completely organised for the manufacture of the new car. American and Australian engineers have been working side by side for over three years, during which time new buildings have been erected and equipped with the world's most modern machine tools. The new Engine Manufacturing Plant at Fishermen's Bend, Melbourne, is as advanced as any in operation anywhere to-day. Its cost, including the new mechanised foundry, exceeds £2,100,000. The body-building plant at Woodville, South Australia, has also been re-organised at an additional cost of £1,750,000.

The new Holden joins such a distinguished family of General Motors cars as Cadillac, Buick, Oldsmobile, Pontiac, Chevrolet and Vauxhall.

General Motors tests all its cars and all its equipment at the General Motors Proving Ground—the most complete outdoor laboratory in the world. Since its inception in 1924, the General Motors Proving Ground has conducted tests extending over 100,000,000 miles. The Holden car went through its preliminary tests at this Proving Ground.

The General Motors Research Laboratories have originated or developed many of the most important automotive improvements—battery ignition, the self-starter, independent front wheel springing, synchro-mesh transmission are some. This world-famous institution contributed both directly and indirectly to the design of the Holden car.

How the Holden Car was Designed and Built

The Holden car was designed specially for Australian requirements. A survey conducted in Australia established that the outstanding characteristics required for an Australian car were: dependability . . . low first cost . . . low fuel consumption . . . roominess without unnecessary bulk . . . good performance on all roads . . . modern styling . . . nation-wide service and spare parts availability. All these characteristics were designed into Holden.

Using these basic requirements, the Holden car was then designed by the Central Engineering Department of General Motors Corporation. The first car was put through a complete series of tests at the Research Laboratories, the Proving Ground, and at the Fisher Body Division. Only after all tests had shown that the design was fundamentally right were the entire design team and their families brought to Australia to carry on further operations.

How Holden has been Tested and Proved

A test route was selected near Melbourne having a great diversity of road surfaces. This test route closely parallels the General Motors Proving Ground in the number of miles of each different type of road surface; if anything, the Australian route may be more severe.

Each test car was driven every day over this test route under all weather conditions for at least 50,000 miles.

50,000 miles of durability testing is so severe that it is estimated to be equal

to 200,000 miles of owner driving. Even a brand-new set of tyres sometimes lasted only 3,000 miles, compared to 20,000 or 30,000 miles in normal driving.

After nearly two years of this kind of testing, a "pilot run" on the new plant at Fishermen's Bend was made. The cars produced in the pilot run were again turned back to the Engineering Department for inspection and further tests before the O.K. was given to start full-scale production.

This, very briefly, shows why you can buy a Holden with confidence. This is the background . . . this is the heritage . . . this is the guarantee that Holden is a thoroughbred: designed for the job it has to do by the best brains in the industry, tested with almost inconceivable thoroughness, built with the world's most modern equipment and backed by all the resources of General Motors. This is Australia's own car.



This is Holden . . . Australia's own car



It's beautiful, it's modern, it's a car you will be proud to own. And you'll find its practical features more than match its fine appearance. There's performance in the car that will astonish you . . . an acceleration that will challenge anything on the road . . . a sense of security in its handling that makes it a pleasure to drive. Comfort and safety are big features too—due to the Aerobilt single-unit construction of body and chassis. There's ample room for 5 or 6—real room too, with seat width, leg room and head room equal to or better than many bulkier cars. And finally, Holden creates entirely new standards of petrol economy.

Good design results in a

pleasing harmony of all essential requirements: size, proportion, balance,

line and colour. Holden is a car that gives you a lot

of pleasure just to look at . . . a car of unusual

beauty, charm and character . . . a car with body work

that is easily the finest ever produced in Australia.





The new Holden has provision for a really roomy luggage trunk, where the whole family's gear can be stowed, leaving the back compartment free for comfortable touring.

Notice the exceptionally graceful lines of the curved rear window and the long, commodious luggage compartment, also the neat ornament which embraces number-plate, parking and stop lights.



Wide doors and low floor level

BODY DESIGNERS with world reputations were brought to Australia to work on the Holden body. The result is a body for a low-price car which has almost every attribute of cars costing hundreds of pounds more.

The view of the interior of the Holden body shown here does less than justice to the actual car. In styling, in dimensions, and in its colour scheme, it unquestionably sets a new standard in Australian body work.

One of the biggest surprises is Holden's roominess, especially in comparison to its wheel base. This favourable roominess-to-wheel base ratio has been achieved by a more efficient basic design.

You can see this extra roominess—but it becomes more apparent when you consider actual measurements. Leg room: front 41½ in., rear 39½ in.; seat width: front 54½ in., rear 55½ in.; head room: front 37 in., rear 36½ in. These figures may not mean much unless you compare them; so check them against your present car, whatever its size. You will find that Holden compares favourably in leg room, seating width and head room with even the largest sedans.



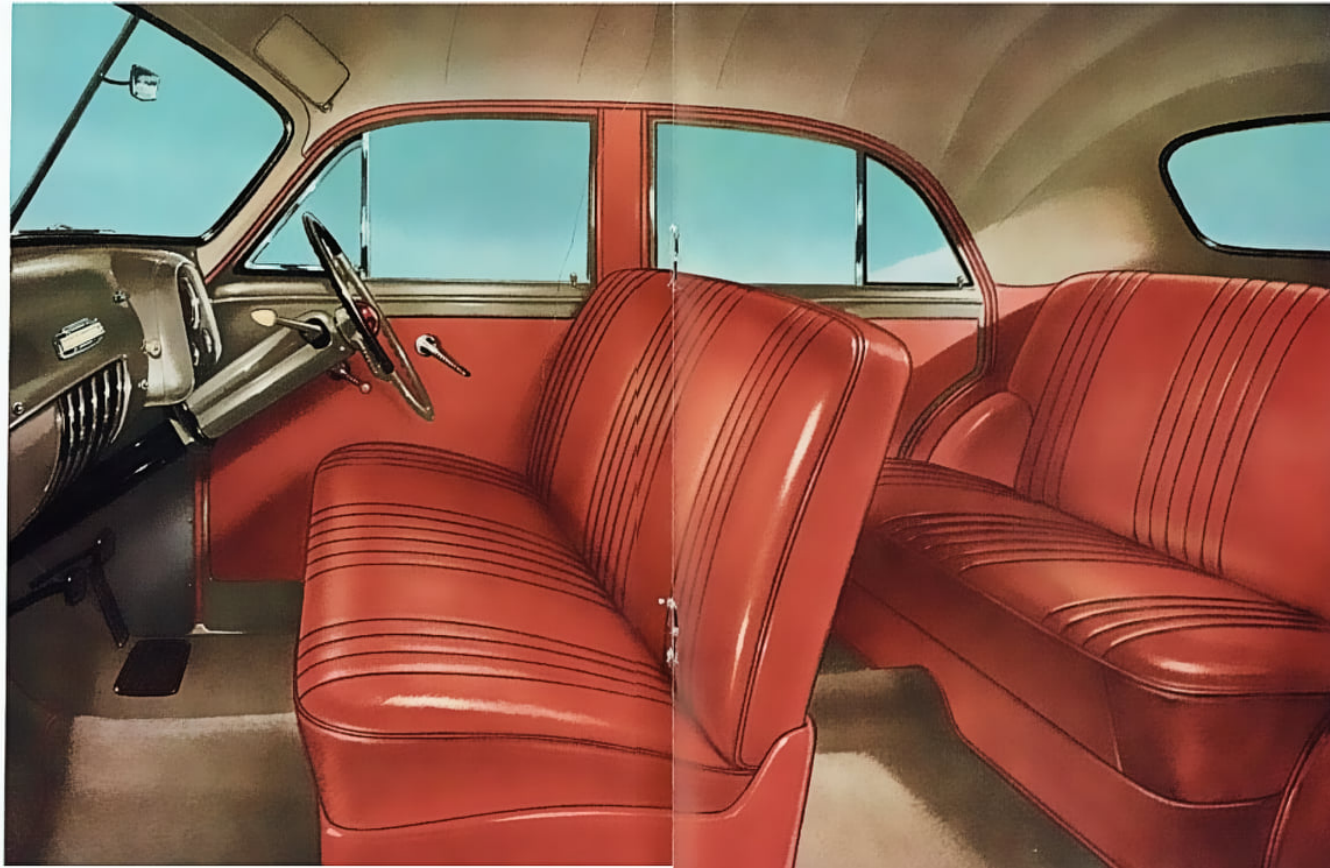
Adjustable front seat

This regard for passenger comfort is carried even further. Holden is an easy car to get into and get out of; good wide doors hinged at the front, no running boards and a low floor level mean new convenience.

You don't *climb* in or scramble out—you step in and out with ease and dignity. A great boon for women and elderly people.

The front seat is adjustable to give a comfortable driving position for every driver. A touch on the regulator at the right-hand side of the seat and it moves easily—not only backward and forward but in height as well.

The instrument panel of the new Holden is restrained in design and in the best of taste. On the left-hand side there is a glove box to carry maps and odds and ends, whilst the instruments are all grouped for easy visibility right under the steering wheel. The steering wheel itself has only two spokes, permitting clear vision of the instruments at all times. Mounted on the steering column just under the wheel is the gear change



lever; you can change gears smoothly and silently up or down with just a finger touch.

The regulator handles for winding windows and opening the doors are of a new ribbed design and finished in gleaming chrome. The windscreen and all windows are fitted with safety glass and of course no-draught ventilator panes are fitted in the front compartment. All metal of the body is specially treated to make it rust-resistant and to form a good basis for priming and lacquer.

Extra roominess is provided in the front compartment by having the hand-brake underneath the instrument panel on the right-hand side of the driver. This is a new design hand-

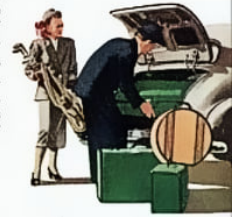


Pull-on type handbrake

brake, first developed by Cadillac, and, whilst a small feature, is one of the most important from a safety point of view. Even a slightly-built person can pull the hand-brake on to full pressure with scarcely any leaning forward—a feature which makes starting on a hill additionally easy.

You will be astonished at the tremendous luggage space provided in a car of such neat design. The spare wheel is mounted at the back of the luggage compartment and there is a full 24 in. to spare for actual luggage. The dimension of the luggage compartment at its highest point is 25 in. and the width is 38 in. Loading level from the ground to the floor of the luggage compartment is less than knee height—only 16 in.

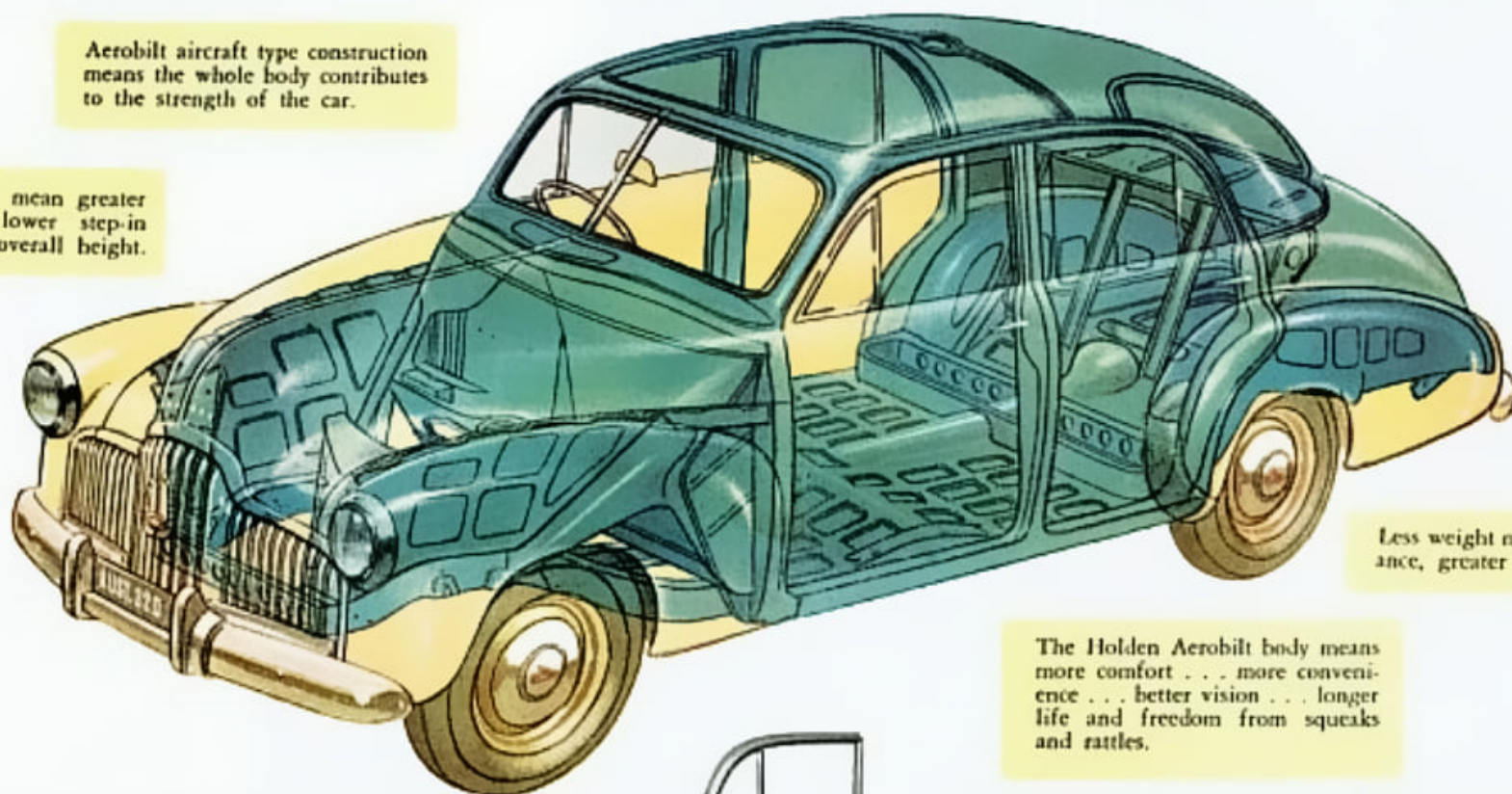
Much of the convenience and roominess of this new Holden body comes from the style of construction. For in this new Holden the conventional chassis has been eliminated and a modern type of construction, called Aerobilt design, has been employed. But more of this overleaf.



This is news . . modern all-steel turret-top Aerobilt design

Aerobilt aircraft type construction means the whole body contributes to the strength of the car.

Specific advantages mean greater width of body, lower step-in height and lower overall height.



Less weight means better performance, greater operating economy.

The Holden Aerobilt body means more comfort . . . more convenience . . . better vision . . . longer life and freedom from squeaks and rattles.

One of the biggest single advances in the new Holden is the discarding of the conventional idea of having a body and chassis as two separate units. In the Holden car the body and chassis are all one unit, making for greater strength and comfort as well as better performance and economy.

It is only a few years since bodies were made of wood and steel with slats and fabric across the roof. Then came the all-steel body with the Turret Top. Here's the next big advance—the all-steel turret-top *Aerobilt* body with chassis and body all in one strong, rigid, solid unit.

Greater strength is achieved because every part of the all-steel body structure contributes to the strength of the car. As an illustration: instead of a thick, heavy side rail as in the conventional chassis, the full depth of the body in the Holden constitutes the



Doors are of all-welded construction for additional strength, longer life and better fitting.



The Holden Aerobilt body is thoroughly heat and sound insulated for greater comfort.

side rail. This not only adds to strength but eliminates that annoying characteristic of the conventionally-built car—body squeaks and noises. This principle of engineering is exactly similar to that used in modern aircraft, where the whole of the structure is called on to carry its share of the load.

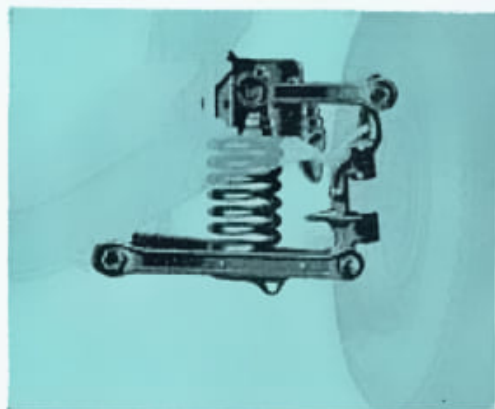
Another advantage is that by eliminating heavy side rails, the car body can be designed for a low-slung position, giving the whole car a more streamlined appearance without sacrificing road clearance. Side-sway is reduced too, especially at speed.

But in addition to getting a stronger, safer body, weight is cut down too. The result is that the engine is relieved of the job of hauling around unnecessary weight, permitting faster acceleration, better hill-climbing, higher speed and more miles to the gallon.

Nowhere will you get a car body better designed or better built.

No car has been more thoroughly proved in engineering tests

Independent Front Wheel Springing



Independent front wheel springing, as proved on millions of General Motors cars, is of course standard with Holden. The complete front suspension and cross member is built as one unit for added strength and ease of servicing. The Holden independent front wheel springing with double-acting shock absorbers levels out the roughest roads and makes steering easier by keeping the front wheels in accurate alignment, especially when cornering and braking.



Semi-Elliptic Rear Springs

The rear springs are matched in rate with the front coil springs to give smooth, even riding. Notice that the axle is attached to the springs off-centre and that the springs are tilted up toward the rear. This construction controls rear axle alignment, giving better steering and greatly increasing your control of the car.

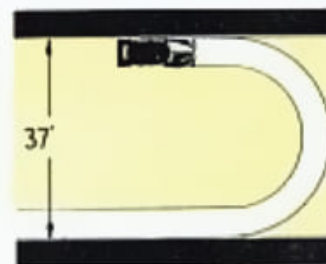
New Type Seating Construction

An entirely new type of seating construction is introduced for the first time in Holden. Both front and rear seats have a tubular steel frame and are fitted with special "Z" shaped springs clipped into the frame. The result is a soft, form-fitting, comfortable seat which has been carefully matched with the front and rear springs to give the utmost in comfort.



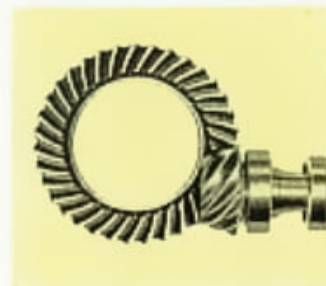
On this and the following two pages are a selection of just some of the outstanding mechanical features of the Holden car. Space does not permit explanation in detail of every point, but you can get full information from your Holden dealer. A check on these points is interesting, for many of the techniques used in evolving these mechanical features are completely new to Australia. None of these features is experimental—all have been proved and most have won owner-approval in millions of General Motors vehicles.

Small Turning Circle



You can steer the Holden with a finger-tip—its response is immediate and positive. What will appeal to all drivers is the small turning circle of 37 feet. It seems to "turn on a sixpence" giving remarkably easy handling in both city traffic and country lanes.

Hypoid Rear Axle



Contributing to the low-slung, sleek lines of Holden is the Hypoid Rear Axle, which permits the pinion to engage with the crown wheel at the lowest possible point. All differential parts are matched in sets to give extremely quiet, long-lasting service.

4-Wheel Hydraulic Brakes



Holden 4-wheel hydraulic brakes are of the semi-huck type, which use the motion of the car to give additional braking energy. These powerful hydraulic brakes can easily be adjusted at each wheel, and give a sure, straight-line stop even on a slippery surface.

It's fast . . . it has terrific acceleration . . . it's quiet . . . and it's economical.

The heart of the Holden car is the engine. Its astonishing performance is not the result of any one major factor but rather of a group of basic engineering advantages which it was possible to build into the engine because it was made on new equipment in a new plant to the best design suited to Australian conditions.

It is an overhead valve 6-cylinder engine with a nominal horsepower of 21.6. The lively, fast-stepping engine has good performance made more effective because of the high power-to-weight ratio of the car, due to savings in unnecessary weight throughout the engine and body. Bore is 3 in. and stroke $3\frac{1}{2}$ in. Because they are of almost equal dimensions this is called "square design" and results in a number of advantages: reduced weight, more rigid crankshaft (because of the overlapping bearings), stronger big ends, lower piston speeds (therefore less wear), and smoother operation because of lack of vibration.

The cylinder head combustion chamber is of special shape to concentrate the petrol-air mixture for more power and no "ping."

An exclusive feature of the valve tappets is the precision-made hardened steel insert where the push rod contacts it. Normally wear at this point means sloppy engine performance; but in the Holden engine the tappets have been given the necessary strength

just where they take the load of the push rod. The result is less adjustment, smoother running, more economy and longer life.

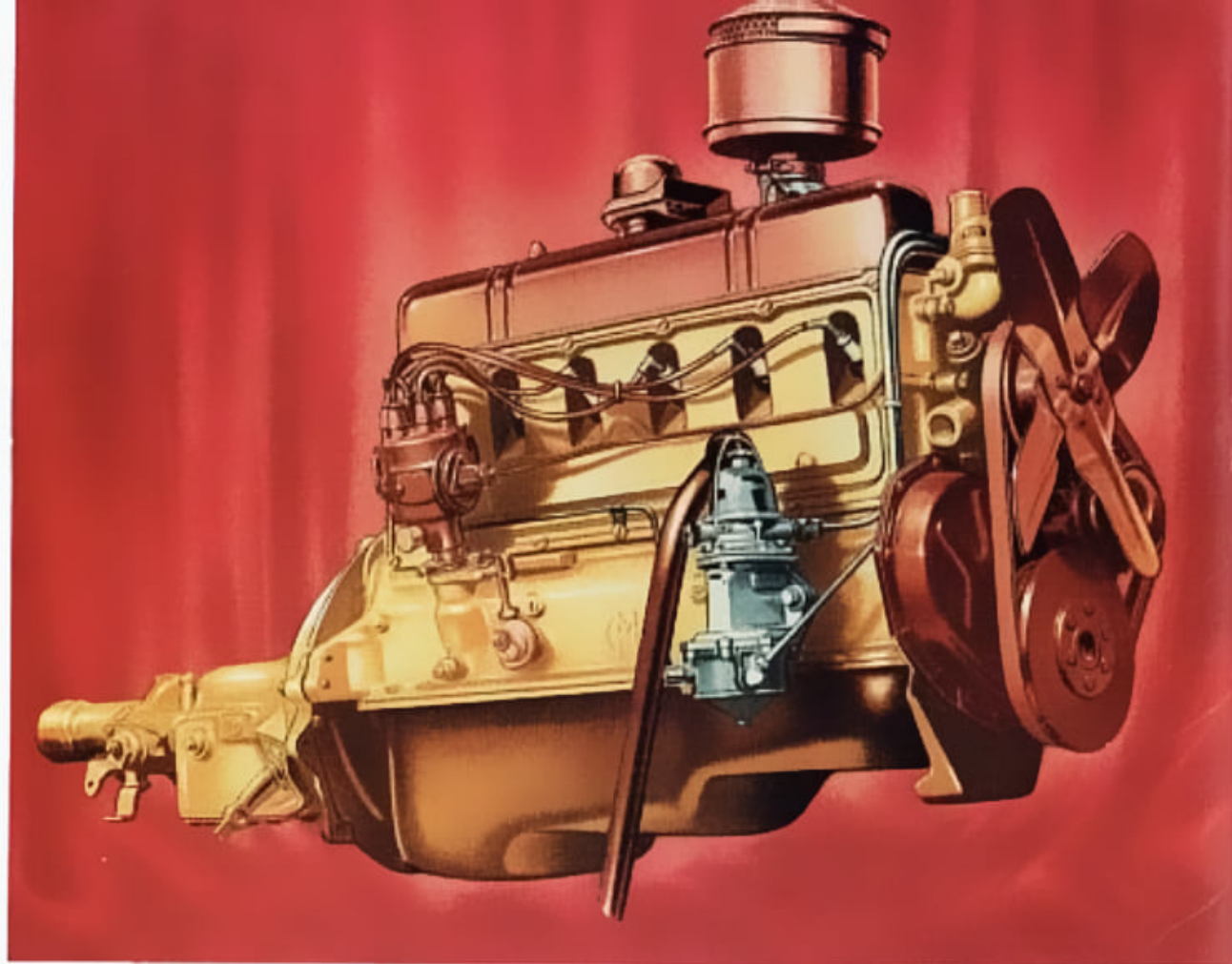
An outstanding characteristic of the Holden engine is its economy. We prefer not to quote figures that are not taken from standard automobile club tests or from actual owner's letters. At the time of printing this catalogue these figures were not available; but this much can be said: Holden gave an average petrol economy of over 37 miles to the gallon in a 600 mile test of two cars, over varying conditions of driving and roads, at speeds which averaged 35 miles an hour.



Hardened steel inserts reduce tappet wear



See how bearings overlap each other to give greater rigidity



Aluminium Pistons

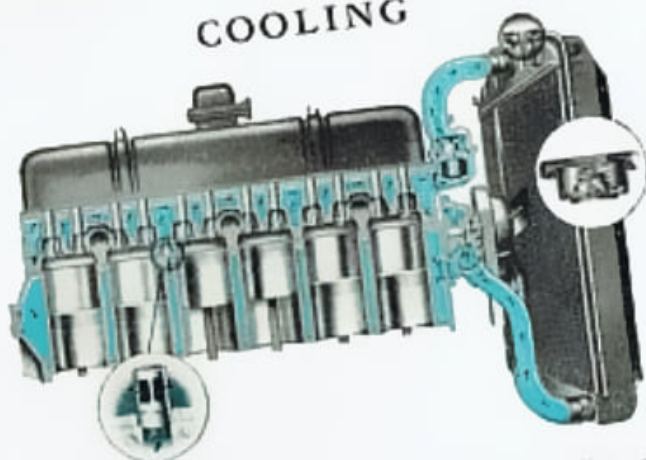
Aluminium for lightness . . . lightness for better engine flexibility and acceleration. Bearing loads are considerably reduced, thus prolonging the life of bearings. Pistons are surface hardened by an anodising process and are "T" slotted and cam ground, so that they conform accurately to the shape of the cylinder under all operating conditions.



Completely Balanced Crankshaft

The Crankshaft, with its overlapping bearings, is more rigid and is completely balanced to a fraction of an ounce to give smooth engine performance at speeds up to and over 80 m.p.h. An additional feature which neutralises vibration and gives smooth engine performance is the Harmonic Balancer, mounted on the forward end of the crankshaft.

COOLING



The Holden engine operates efficiently regardless of outside temperature because water circulation is controlled by an automatic all-weather thermostat. Full-length water jackets completely surround all cylinders and the cylinder head is provided with life cooling of exhaust valve seats to prolong the life of valves and seats. The radiator pressure cap increases the boiling point by 16°, thus assuring proper cooling without loss of water in hot climates.

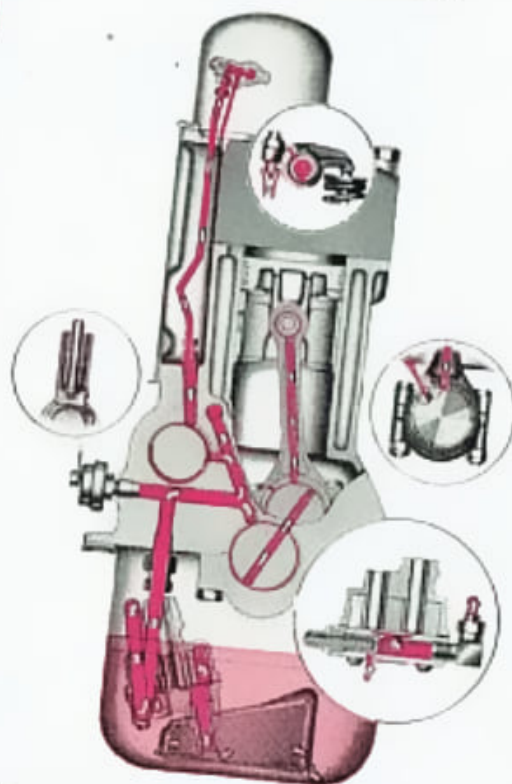
CARBURETTOR



The double-venturi, down-draught Stromberg Carburettor is extremely simple in design and efficient in operation. The carburettor is fitted with

an air-cleaner and intake silencer and has a hand-choke with a throttle cracker which simplifies starting from cold. It is fitted with a vacuum operated power by-pass jet which means greater economy and pick-up. The acceleration of Holden is really a revelation . . . you can feel an eager response in top gear even from a walking pace. The design of the carburettor and inlet manifold ensures an even distribution of gas—another of the reasons for the engine's amazing economy.

LUBRICATION



100% full pressure metered-flow lubrication is another feature which helps in the splendid performance and general economy of the Holden engine. Oil is supplied under pressure to all bearings, including crankshaft, connecting rod, piston pin and camshaft bearings. In addition, the oil is thrown in a jet at every revolution from the connecting rod big ends to lubricate the cylinder walls and pistons. Oil is also taken under pressure to lubricate the valve rocker shaft. Metered-flow lubrication means that even with worn bearings oil flow is controlled and over-lubrication is avoided.



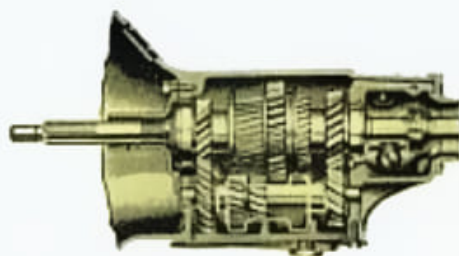
Connecting Rods

Rifle drilled Connecting Rods are forged from high quality steel and are uniformly balanced. Each connecting rod and piston is matched, and sets do not vary by more than a quarter ounce.



Clutch

The clutch is an 8 in. single plate dry disc with 4 driving springs and built-in damper control. The diaphragm main spring, exclusive to General Motors, ensures easy clutch action.



3-Speed Synchro-Mesh

Genuine synchro-mesh means absolutely silent changing up or down in second and top gears. Gears are precision "crown shaved" to give the utmost in smooth and quiet operation.

Approved NASCO Accessories for your Holden

The range of NASCO Accessories has been designed to satisfy your desire for a little something more to add to the luxury, convenience and style of your new Holden. Make your selection when you order your car.



AIR CHIEF '5' CAR RADIO

An entirely new five-valve set with a 6 in. speaker. Developed for Holden with Receiver, Speaker and Controls in one unit, its faithful reproduction, tone and range are unsurpassed. AIR CHIEF controls are specially designed to match the Holden instrument panel.



Seat Covers

They'll save your original upholstery from rips, scratches and stains. NASCO Seat Covers are tailored from smart, durable fabric and slip off easily for cleaning.



Coolaride Cushions

On hot days they'll keep you cool and comfortable. Air flows freely right through the outer covering and coiled inner springs. Handy for summer furniture at home, too.



Venetian Blind

A great asset when driving on hot sunny days. It deflects the direct rays of the sun. Available for the rear window only. A new accessory which adds a real touch of style.



Left Hand Sun Visor

An exact match for the right-hand visor. The visor obviates forward sun glare for front seat passengers and swings to the side to prevent glare through door windows.



Petrol Tank Locking Cap

Absolutely theft-proof. Safeguards your precious petrol supply. It is fitted with an imported lock cylinder; when locked top section free-wheels. Finished in chromium.



Cigarette Lighter

You push the lighter in and, when ready for use, it clicks out automatically. Eliminates the fire and glare risk and allows you to keep one hand on the steering wheel.



Oil Bath Air Cleaner

Anyone who drives consistently in dusty country should give his engine the additional protection of this specially developed Heavy Duty Oil Bath Air Cleaner.



Fog Lamps

Fog Lamps, when properly mounted and aimed, provide better visibility in rain, snow, sleet and fog.



Luggage Compartment Light

Switches on automatically and saves you groping in the dark for the tool kit or odd bits of luggage.



Backing Light

How often have you scraped against the rose bush or grazed the gate post backing out at night? Here's the answer! Can be installed to switch on from the dash.

Dual Matched Horns

They sound a loud, long-range, pleasant warning.

Car Polish

Easy to apply, easy to shine. It cleans and polishes.

Cloth Upholstery Cleaner

For the quick and effective removal of stains on fabric.

Solidoil

Stainless solid lubricant for door locks, hinges, etc.

Radiator Rust Preventative

Prevents the formation of rust or scale in the cooling system, thus maintaining its maximum efficiency.

Service

To ensure that Holden will give you the best and most economical performance, it is supported by the greatest service organisation that has ever been available to the owners of a car in Australia. Holden is represented by nearly 600 Distributors and Dealers throughout Australia. Wherever you live, you can rely on a high standard of specialised service. Distributors and Dealers have installed all the specialised tooling necessary for maintenance or repairs. At special service schools conducted by General Motors, mechanics are thoroughly trained in every mechanical detail of Holden.

Assisting the Distributors and Dealers in everything pertaining to the service of Holden on the road is the function of General Motors-Holden's Service Department. The Service Department is engaged constantly in seeking ways to improve the methods and facilities for service and in passing on to Distributors and Dealers the technical knowledge gathered from the workshop, the laboratory and the proving ground.

Use the convenient, confidential G.M.A.C. PLAN

General Motors Acceptance Corporation is a special financial division of General Motors-Holden's Ltd., organised to provide a service widely known as the G.M.A.C. Plan. This plan is offered exclusively through Distributors and Dealers of General Motors products. Its convenient terms and low charges provide a highly satisfactory way to obtain the Holden because you enter into business relations, not with an outside organisation, but with a Company which is a unit of General Motors, and thus has a direct interest in maintaining your satisfaction in your car.

ABRIDGED SPECIFICATIONS

ENGINE: Six cylinder, overhead valve design, unit power plant type; 3 point rubber suspension, one at the front and one at each side of the flywheel housing. Bore 3 in. Stroke $3\frac{1}{8}$ in. Displacement 132.5 cu. ins. S.A.E. or R.A.C. rating 21.6 h.p. Brake horsepower 60. Maximum brake torque 100 ft. lbs.

COMPRESSION RATIO: 6.5 to 1.

CRANKSHAFT: Drop forged, heat treated, fully counter-balanced, with a Harmonic Balancer.

PISTONS: Aluminium alloy "T" slotted type, two compression rings and one oil control ring, all above piston pin. Piston pin bushed with Cleveland bronze bushings.

CAMSHAFT: Four bearing steel forging with integral cams and helical gear for distributor and oil pump drive.

CONNECTING RODS: Length, $5\frac{5}{8}$ in. Piston pin, $\frac{3}{4}$ in. dia. Steel Backed Babbitt crank pin bearings. Connecting rods heat treated and drilled for piston pin lubrication. A jet is incorporated in connecting rod to deliver oil positively to the thrust side of the cylinder bore.

OILING SYSTEM: Full pressure system embodying gear type pump whence oil is fed through a short pipe to a main gallery drilled lengthwise through the crankcase. Crosswise passages carry oil from gallery to camshaft bearings, main and connecting rod bearings and timing gears. Crank pins are lubricated through holes drilled in the crankshaft and oil jets from connecting rod big ends lubricate cylinder bores. Holes are rifle-drilled through the length of the connecting rods to lubricate piston pins under pressure. Lubrication of rocker gear, tappets, etc., is provided by a pipe from the cylinder block to the valve rocker shaft.

CRANKCASE VENTILATION: Ventilation of the engine crankcase, valve cover, etc., is provided by an air scoop, with gauze filter, integral with the oil filler cap. Air passes through rocker and push rod chambers, picking up engine fumes which are drawn through ventilator pipe located externally on R.H. side and communicating with push rod chamber. Pipe is extended downwards with lower end shaped to give extractor effect so as to maintain a constant flow of air through the crankcase.

FUEL SUPPLY: Stromberg double venturi down draught type with vacuum controlled power jet and positive action accelerating pump connected to the throttle control linkage. Hand controlled choke with throttle cracker. Octane Selector provides for regulation of timing to suit grade of petrol used. A.C. Fuel and Vacuum Booster Pump, with glass filter bowl, driven by an eccentric on camshaft and located at front right side of engine. Nine Imp. gal. capacity tank located in floor of trunk compartment with filler neck outside R.H. side of car. Fuel mixture heated (thermostatic control) in 3 port intake manifold heat chamber. Exhaust muffler flexibly mounted L.H. side. A.C. air cleaner and silencer (provision made for Oil Bath Air Cleaner).

ELECTRICAL—IGNITION: Distributor fully automatic—centrifugal and vacuum type advance control—coil mounted on dash—6 volt starting motor with starting relay, solenoid operated by dash push button. Generator—6 volt, 28 amps.

—drive ratio, 1.76 to 1. Cut-out relay incorporated as part of voltage and current regulator, 14 mm. spark plugs.

BATTERY: 6 volt 11 plate mounted on R.H. side of dash under engine hood. Headlamps are standard Sealed Guide "Tiltay" mounted in front fenders, incorporating parking lights. Dimmer Switch located on toe board. Dome light with integral switch, combined single tail, stop and licence plate illumination lamp, single horn mounted between radiator and grille.

TRANSMISSION: Three speed type with Helical gears all round and Synchro-mesh for second and high speeds. Gear shift lever mounted on steering column. Three forward speeds and one reverse. Ratio: 1st, 2.98 to 1; 2nd, 1.59 to 1; 3rd, direct; reverse, 2.98 to 1. Transmission extension with outboard bearing to reduce length of propeller shaft.

PROPELLER SHAFT: Open Propeller Shaft type with Mechanics' needle bearing universal joints at front and rear. Rear supporting flange splined to Hypoid Pinion and retained by special high strength nut.

WHEELBASE: 103 ins.

CLUTCH: Single plate, dry disc, diaphragm type spring; driven plate cushioned to the hub by four high rate coil springs. Moulded facings riveted to plain faced driven plate. Clutch release bearing is sealed ball bearing.

COOLING: Cellular type radiator with pressure cap. (Thermostat for control of water temperature—bellows type.) Water pump of centrifugal type—4 blade fan.

REAR AXLE: Banjo construction, semi-floating spiral bevel hypoid drive. Gear ratio, 3.888 to 1.

BRAKES: Four wheel hydraulic semi-huck type internal expanding, articulated shoe type; brake drums are composite cast iron and steel with cooling ribs for heat dissipation.

HANDBRAKE: Operates mechanically on rear Service Brakes through cable control. Handbrake control located under instrument panel on R.H. side of driver.

WHEELS: Demountable disc wheels, with drop centre type rim integral with wheel—size, 15 x 3.50. Stainless steel hub caps.

TYRES: Low pressure balloon, 5.50—15 x 4 ply. Spare wheel and tyre located vertically in luggage compartment. Chain clearance provided for 5.50—15 tyres.

STEERING: Worm and Sector type. Two spoke steering wheel, 16 $\frac{1}{2}$ in. dia., with horn button at centre and hard rubber rim. Gear ratio, 14 to 1.

TURNING CIRCLE: 37 feet.

FRONT WHEEL SUSPENSION: Independent Coil Spring. S.L.A. (short and long arm type) assembled to the front end frame as a complete unit.

REAR SUSPENSION: Hotchkiss Drive with semi-elliptic springs—43 $\frac{1}{2}$ in. long, 1 $\frac{1}{2}$ in. wide. Tension shackles with rubber bushings. Rear springs shot peened for increased durability and fitted with metal covers to retain lubricant.

SHOCK ABSORBERS: Double-acting cast iron Delco shock absorbers front and rear; the front being integral with the Independent Front Wheel Suspension Assembly.

BODY FRAME: Completely new style—all steel construction integral type. A short detachable sub-frame is attached to front end of body for carrying the power unit, front suspension and steering; suitable brackets integral with the body, provide for the attachment of rear axle and spring assembly. The all steel "Aerobilt" turret-top body consists of five major sub-assemblies—underbody or floor, front end, centre body pillars, rear quarters and roof—all welded together to form a complete assembly. Construction of body includes rear foot rest built in as part of floor. No running boards. Alligator type hood release operated from driver's compartment. Hinged strut to hold hood open.

INSTRUMENT PANEL: Indirectly lighted with rheostat for dimming instrument lights, includes starter button, choke, speedometer, petrol gauge, heat indicator, oil pressure and generator charging warning lights. Key operated ignition lock switch and lighting switch. Glove box with lid. Provision for Radio installation. Windshield wiper control. Control knob for unlocking engine hood. Cowl ventilator control knob.

EQUIPMENT—CHASSIS: Dual windshield wipers with vacuum booster and automatic blade parking feature. Bumpers with guards front and rear.

EQUIPMENT—BODY: Fine quality restful upholstery. Sun visor on driver's side only, with provision for installation on opposite side. Rear view mirror. Ash tray concealed type incorporated in instrument panel grille. All safety glass windows, readily removable. Floor covering—rubber mat in front—carpet in rear. Cowl ventilator, friction controlled no draught ventilation. Safety glass "V" type windshield. Front and rear seats fitted with new type "Z" springs. Front seat adjustable fore and aft. Convenient parcel shelf behind rear seat. Scuff plates. Luggage compartment with provision for storage of tools. Felted trunk floor covering. Rubber pads on pedals. Door locks include anti-rattler and hinges are concealed. Externally operated door lock L.H. front door. Hold-open door checks on all doors. Counter-balanced hinged luggage compartment door.

TOOLS: Tool container, adjustable wrench, combination pliers, hammer, open end wrench, screw driver, wheel wrench, spark plug wrench, and jack and handle.

Prices and Specifications subject to change without notice.

PROTECTIVE OWNER-SERVICE POLICY

The unusual General Motors-Holden's Ltd. Owner Service Policy protects you against defective workmanship or materials for 90 days or 4000 miles of operation. You are also entitled to two thorough inspections and adjustments of your Holden without charge. Holden spare parts and expert service available throughout Australia.

GENERAL MOTORS - HOLDEN'S LIMITED

BRISBANE SYDNEY MELBOURNE ADELAIDE PERTH

HOLDEN

GENERAL MOTORS NEW AUSTRALIAN CAR

